

Central Intelligence Agency



Washington, D.C. 20505

09 APR 1984

Mr. Eugene L. Kilcullen
President

McLean, Virginia 22101

Dear Mr. Kilcullen:

This letter is in response to your letter of 28 March 1984. I would like to state at the beginning that the issues raised in your letter do not result from planning ambiguities but rather from continued miscommunication.

Through the CIA Traffic Advisory Committee, we have worked diligently to agree upon planning assumptions for future traffic growth in this area, assess the impact that growth will have on local roads, identify locations where road improvements will be required, and to create alternative design concepts for those needed improvements. The results of these efforts have been documented in the Technical Memoranda prepared by Dewberry and Davis and made available to community representatives for study and discussion within the community.

The perception that we have not seriously pursued improvements to the Parkway is unfortunate. I am enclosing a copy of Technical Memorandum No. 2 from Dewberry and Davis. You will note that the report deals at length with traffic operation on the George Washington Memorial Parkway (GWMP), I-495, and the connecting interchange. The lack of major road improvement alternatives for the GWMP is not a result of little effort, but rather a physical fact supported by the consultant's analysis. Planned widening of the Cabin John Bridge and associated improvement of the Parkway ramps will provide short-term improvements in the Parkway operation. However, in the longer term, no additional improvements can be found that will relieve the capacity constraints associated with moving GWMP traffic onto and off of I-495. Consequently, the only beneficial road improvement that has been identified along the GWMP is what you describe as the minimal effort associated with improving acceleration ramps from the CIA exits onto the Parkway.

The CIA Traffic Advisory Committee meeting of 13 March was preceded by a notice to Committee members stating that the meeting would deal with reducing the number of alternatives identified for Route 123 improvements. At the beginning of the meeting, Mr. Maxfield presented Committee members with a letter containing a series of issues. One of the issues was the proposal you reference to create a visitor center along Turkey Run Road. This proposal was new to the Committee members, its merits had not been evaluated, and it was peripheral to the announced agenda for the 13 March meeting. For these reasons, the proposal was not discussed. Rather, Dewberry and Davis was requested to review the proposal and comment on it.

Mr. Fowler is correct in stating that the only designs he is currently tasked with developing are those associated with Route 123 improvements. With

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respect to the Turkey Run Road proposal, the request to Dewberry and Davis was simply to render a professional opinion on its merits. Again, it is important to realize that Turkey Run Road has been considered throughout the analysis. Based on the amount of traffic projected to use the road, no additional improvements are required except for the minor addition of a turning lane at Turkey Run Road and Route 193. If we are to place more employee traffic on Turkey Run Road, then the analysis indicates the only place we can expect the traffic to come from is Route 123. Route 193 is operating at capacity and our GWMP entrance is already capable of handling the traffic coming from the Parkway.

That brings the discussion to our conversation of 27 March. I stated at that time that the Agency had reviewed the proposal to install the major visitor center along Turkey Run Road and found that proposal unacceptable. I further stated that the Agency had no objection to placing more of its employee traffic on that road. I also stated that placing more employee traffic on Turkey Run Road would probably require a two-way connection between Routes 123 and 193 and that members of your Committee had already expressed opposition to this two-way connection.

With regard to the proposal to create a visitors center at the GWMP entrance to the Agency, I am enclosing a copy of a status report recently provided to Traffic Advisory Committee members.

We regret that some members of the community still hold the view that this Agency is not sensitive to their concerns. I assure you that within the constraints imposed by current and planned regional transportation systems we are doing our best to address all traffic concerns associated with the CIA expansion.

Sincerely,



Chairman
CIA Traffic Advisory Committee

Enclosures:

1. Technical Memorandum No. 2
2. Visitors Center Status Report

cc: CIA Traffic Advisory Committee
(w/Mr. Kilcullen's Letter)
Representative Frank Wolf (w/encl 2)
Senator Clive DuVal (w/encl 2)
Delegate Robert Andrews (w/encl 2)
Mrs. Nancy Falck (w/encl 2)
Mr. H. M. Shaver, Jr.
VDH&T, Richmond, Va. (w/encl 2
and Mr. Kilcullen's Letter)
President, McLean Citizens Assn (w/o encls)

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Central Intelligence Agency

Enclosure 2



Washington, D.C. 20505

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This letter is in response to your letter of 9 March 1984 in which you requested an interim report on our study of a visitor center at the George Washington Memorial Parkway (GWMP) gate.

We have been attempting to design a secure and efficient visitor center for the Parkway gate since last fall. To date, we have managed to accommodate all security requirements in the design but have been continually frustrated in our attempts to provide efficient traffic operation. The problem is the short distance between our property line and the ring road within the compound. While the visitor center at the Route 123 gate requires about 800 feet, we have approximately 300 feet to provide the same function on the Parkway gate.

All design concepts we have developed so far result in creation of a major "T" intersection on the ring road. The disadvantage of this intersection is the disincentive it offers to peak hour employee traffic. While the community is interested in seeing more of our employees use the Parkway, creation of this intersection, which would require signaling for peak hour traffic management, is seen as a disincentive to employee use of the Parkway entrance.

The trade-off is that the design does allow processing of visitors arriving in private automobiles. However, the major visitor arrivals occur in the offpeak hours when traffic operation on the major arteries is not a problem.

As you recall, the proposed GWMP visitor center does not eliminate the need for the Route 123 visitor center. The Route 123 center is still required for commercial deliveries and public transportation. The Parkway Center would accommodate the private automobile traffic and was originally proposed by citizens immediately adjacent to our Route 123 entrance who perceived a potential noise problem with the Route 123 center.

Our perception has been that, over time, other citizens have begun to view the visitor center issue as a factor impacting the design of the offsite road improvements. As noted above, the peak visitor processing period occurs after our employees are on duty and after the peak traffic hour on the offsite roads.

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While the nature of the final offsite roads design may affect the design and placement of our visitor facilities, the reverse is not true.

You have recently received a copy of a letter from the Ad Hoc Committee for Traffic to/from CIA containing a proposal to place a visitor center on Turkey Run Road. This proposal is unacceptable to the Agency. While there are a number of problems associated with the proposal, the basic problem is that the western portion of our compound is unsuitable as a major visitor entrance to a Federal Agency Headquarters.

I assure you that we continue to seek ways to encourage traffic on to the GWMP. The current frustration is that designs aimed at diverting visitor traffic to the Parkway work against our efforts to encourage greater peak hour usage of the Parkway by our employees.

Sincerely,

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[Redacted Signature]

Chairman
CIA Traffic Advisory Committee

cc: Members, CIA Traffic
Advisory Committee